

HISTORICAL OVERVIEW AND CONTEXT STATEMENTS
FOR THE
CITY OF CAMPBELL

SUBMITTED TO THE
DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING DIVISION
CITY OF CAMPBELL

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OCTOBER 1, 1996

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TABLE OF CONTENTS

INTRODUCTION	1
HISTORICAL DEVELOPMENT	
Prehistoric Period	1
The Colonial Period (1777-1846)	2
The Early American Period (1847-1877).....	5
Horticultural Period (1878-1918).....	9
Inter-War Period (1918-1945)	11
Incorporation and Beyond (1945-1994)	12
SUMMARY OF GEOGRAPHICAL DEVELOPMENT	13
HISTORIC THEMES	
1. Architecture and Shelter	15
2. Agriculture	16
3. Manufacturing and Industry	17
4. Resource Exploitation and Environmental Management.....	17
5. Communication and Transportation.....	18
6. Commerce	20
7. Government and Public Services	20
8. Religion and Education	22
9. Social, Arts and Leisure	23
BIBLIOGRAPHY	24

INTRODUCTION

The first step in effectively evaluating the significance of historic properties is the understanding of the historical context of the region. The development of Campbell's cultural landscape is complicated by the immigration of different cultural groups, resulting in a contemporary landscape that is an accretion of layer upon layer of values and uses imposed on the land through time. The goal of this report is to discuss and summarize important aspects of Campbell's economic, social, cultural, and political history in order to provide a contextual framework for the evaluation of the city's historical resources. Because Campbell did not develop in a vacuum, it has been necessary in many cases to discuss county, state, or national developments and the impact of these events or trends on development in Campbell.

Campbell's past can be divided in several distinct periods. Each of these periods is characterized by a dominant culture, economic activity, or developmental trend. The names and dates of these periods are approximate and suggestive rather than precise and definitive. Within the discussion of a historical era, recurring themes are identified and characterized by landscape features or resources that were introduced in, or were peculiar to, that particular temporal period. An emphasis has been placed in the narrative on historical events and developments during the earlier temporal periods. Geographical patterns of land use also emerge throughout the historical narrative.

It is recognized that a multitude of ethnic groups made contributions to the development of Campbell. For the purposes of this overview, however, the specific contributions of various ethnic groups were noted only if the culture group characterized a particular period in the development history. Ethnic, as well as other demographic considerations, should act as an overlay to the temporal and thematic discussions.

HISTORICAL DEVELOPMENT

Prehistoric Period

The first inhabitants of the coastal area from San Francisco to Monterey were the members of the Ohlone or Costanoan Native American language group. Although the Ohlones shared cultural and linguistic similarities, the tribe consisted of eight distinct politically autonomous linguistic groups. The Santa Clara Valley was occupied by several triblets, each having its own territory within the valley. The natives congregated in rancherias or concentrations of small villages that were related to each other by kinship ties (Levy 1978). Dwellings, constructed of bundles of tule rushes fastened to a framework of bent willow poles, ranged in size from six to twenty feet in diameter. The largest dwelling in the village was occupied by the chief, who was responsible for entertaining guests and traders who visited the village. Near the village on the bank of the creek, there was a sweat-house or *temescal* as it was called by the early Spaniards. The walls of the sweat-house were plastered with mud, and a hole in the roof served as a chimney. The sweat-house was used by the men to prepare themselves of hunting.

These early people established their settlements near dependable water sources and other easily available subsistence needs. Primarily a hunter-gatherer society, the native inhabitants of the valley were able to exploit both the river and estuary environments in addition to nearby grasslands and oak woodlands for fish, game, and vegetable materials. Temporary camps were also established in scattered locations in order to collect seasonal foodstuffs or materials that were not locally available.

The arrival of the first Spanish exploration parties marked the beginning of the end of the Ohlone lifestyle in the Santa Clara Valley. Spain began colonizing California as a response to the threat to its northern borderland by the Russian settlement at Fort Ross and English and American explorations and commercial expansion. California ports were also necessary to provide provisions for Spain's fleet of Manila galleons in the Pacific.

The Colonial Period (1777-1846)

The process of Spanish settlement of the Santa Clara Valley began in 1769 with the initial exploration by Sergeant José Ortega of the Portolá Expedition. Subsequent Spanish explorers noted the desirable settlement conditions of the Santa Clara Valley, including rich bottom lands, numerous Indian settlements, available timber, and a constant source of fresh water.

In 1777, José Joaquín Moraga and Fray Tomás de la Peña established Mission Santa Clara de Asís on the west bank of the Guadalupe River. Within a year the *El Pueblo de San José de Guadalupe* was located on the Guadalupe's east bank. The Guadalupe River became the boundary between the lands controlled by the mission and the pueblo.

The Spanish colonization strategy utilized three institutions—military, religious, and civil. The military government, represented by the presidios at San Francisco and Monterey, protected the Spanish frontier against other Europeans and the colonists against attacks by native peoples. The Catholic Church established missions to convert and civilize the aboriginal population. The neophytes or Christianized natives were taught to farm raising wheat, corn, and beans for the mission population, to care for the mission's cattle and sheep, and a number of other industries (i.e. tanning leather, leather working, soap and candle making, rope making, etc.). The neophyte women were taught to process wool and weave cloth for clothing. Neophyte labor was also used to construct mission buildings and dig water channels. Excess production from the missions were sent to the military garrisons at San Francisco and Monterey. The missions were the dominant colonizing influence in California during the Spanish period. Each mission's sphere of influence radiated from its center, with buildings for worship, housing, and industries, outward to surrounding grain fields and livestock grazing lands.

In November 1777, Lt. Moraga set out from San Francisco to establish California's first civil settlement, the *Pueblo de San José de Guadalupe*, with fourteen settlers and their families, totaling sixty-six people. The pueblo's primary function was to supplement the crops grown by the missions to support the garrisons at Monterey and Yerba Buena (San Francisco). Representing the Spanish government, Moraga laid out the town, allocating house lots (*solares*) and cultivation plots (*suertes*) to each settler. The Spanish Crown retained ownership of the land and the settlers could not sell their land or divide it; therefore, much of the property within the pueblo remained in possession of the descendants of the original colonizing settlers until the American Period. The common lands (*ejido*) surrounding the pueblo were used primarily for grazing the livestock of the pueblo inhabitants.

The colonist's homes, small adobe structures, were clustered around Market Square from which the roads to Monterey, Santa Clara Mission and the *embarcadero* at Alviso radiated. The major transportation routes during this period were little more than trails. They included the El Camino Real that connected the pueblo and the mission with the other missions and the presidios at Monterey and Yerba Buena. This road closely followed the route of Monterey Road and El Camino today. The Alameda, a portion of the old *El Camino Real*, follows the old route between the pueblo and Mission Santa Clara. On The Alameda the padres directed the planting of three rows of willow trees that shaded travelers between the two settlements. Today, Winchester Boulevard roughly follows the route of the old Span-

ish trail between Mission Santa Clara and Mission Santa Cruz. The road through the Santa Cruz Mountains was originally an old trail used by the native peoples that was improved by neophytes at the mission in 1791 under the direction of the padres. The route of this road roughly follows Winchester Blvd. as it passes through Campbell.

The early colonists planted crops of corn, beans, wheat, hemp and flax, and set out small vineyards and orchards. A portion of the crops were taxed for the support of the soldiers at the presidios and to provision ships in the harbors. Surplus crops were traded in Monterey for manufactured goods shipped from Spain and Mexico. Rudimentary industrial activities included grist milling, making wine and brandy, hemp processing, and soap making. As the cattle herds increased, the hide and tallow trade became an important element in California's economy.

The area that eventually became the City of Campbell was part of Mission Santa Clara's grazing lands. By 1827 Mission livestock consisted of 14,500 head of cattle, 15,500 sheep, and scores of horses and mules.

When civil wars erupted between Mexico and Spain in 1810, California found itself cut off from Mexico, the source of supplies and its primary market for surplus crops. During this period, illegal trading took place with the foreign ships that surreptitiously visited California ports. Seamen off these ships became the vanguard of American and Anglo-European settlers in California.

By the 1820s, the lagging economy of the area began to increase due to the changing administrative policies of the new Mexican government. Two of these policies had important local ramifications. The first was the legalization of trade with foreign ships in the ports of San Francisco and Monterey. The traders exchanged tea, coffee, spices, clothing, leather goods, etc., for tallow and hides. Under the stimulus of this commerce, the settlements around the bay became lively trade centers. The second change in policy to have far-reaching effects in California was the secularization of the missions and the establishment of large, private land grants (Broek 1932:40-46).

With the change of governmental control from Spain to Mexico in 1822 and the secularization of the missions, new land utilization and ownership patterns began to evolve. In 1824, Mexico passed a law for the settlement of vacant lands in an effort to stimulate further colonization. Any citizen, whether foreign or native, could select a tract of unoccupied land so long as it was a specific distance away from the lands held by missions, pueblos, and former neophytes. The grantee petitioned the governor for a specific tract, which after investigation and if there were no objections, was granted. The grantee was responsible for building a house and keeping a minimum of 100 head of cattle (Burcham 1957).

Thirty-eight land grants were issued between 1833 and 1846 in the Santa Clara Valley, with parts of three rancho grants located within Campbell's current city limits. In 1839, José Hernandez and Sebastian Peralta applied for the rancho that became known as *Rancho Rinconada de los Gatos*. Hernandez and Peralta constructed an adobe near what is now Vasona Park in Los Gatos. Hernandez had a large family, and Peralta remarried about 1841. By 1847, the two families had outgrown their joint residence, and Peralta built a new adobe near the rancho's northern boundary in what is now the J. D. Morgan Park in the City of Campbell.

The Quito Rancho was granted to José Z. Fernandez and his son-in-law José Noriega in 1841. In 1844, not long before the death of Fernandez, the rancho was transferred to Ignacio Alviso. Fernandez may have had a *hacienda* on the west bank of the San Tomas

Creek near the junction of Rincon Avenue. Alviso's *hacienda* was not located within the boundaries of the City of Campbell.

In 1846, Father Real at Mission Santa Clara granted 3800 acres of Mission Santa Clara's former grazing lands to Juan C. Galindo who had acted as the mission's majordomo since secularization. Costing Galindo \$100 and 100 head of cattle, the rancho extended down the corridor between Rancho Rinconada de los Gatos and Rancho San Juan Bautista to the east. Galindo's primary residence was in Santa Clara at the mission; however, there is some evidence that there was a small adobe residence near Los Gatos Creek on what later became the Leigh property.

When a citizen was granted rancho land, he was required to occupy the property and to build a dwelling within a certain period. Many of the ranchos granted in the Santa Clara Valley had received provisional grants from the *alcalde* several years before the official petition to the Governor. Each rancho had a *hacienda*, which was in many cases a self-supporting village, composed of the main rancho residence, laborers' housing, corrals, grist mill (*tahona*), tannery, etc., surrounded by vineyards and cultivated fields.

Overseeing the immense acreage and herds of cattle, the California *ranchero* and his *vaqueros* spent many hours on horseback, the favored form of transportation. Cattle, allowed to range freely, were rounded up twice a year during a *rodeo*—in the spring to brand the calves and again during the late summer for slaughter. The *rodeo* was often an occasion for socializing with the neighboring rancho families. With *fiesta* and *fandango*, the *rodeo* festivities often lasted a week or more.

In the early years of the province, the slaughter, or *matanza*, was solely for domestic needs. Cattle supplied beef to be eaten fresh or dried for future use; hides for shoes, lariats and outerwear; and tallow for candles and soap. During the period of Mexican rule the *matanza* became more systematic and extensive. Hides were carefully stripped from the carcasses and the tallow was rendered for domestic use and for export. In trade the tallow brought six cents per pound, from 75 to 100 pounds were obtained from each carcass. Hides brought from one dollar to \$2.50 a piece, becoming known as "California bank-notes." The malodorous killing fields could be detected for miles and were presided over by the vultures, coyotes, and other scavengers feeding on the unwanted flesh (Daniels 1976). The patent map for Rancho Rinconada de los Gatos indicates an "Old Matadero" or slaughtering ground near what is now Blossom Hill Road in Los Gatos (Lewis 1858).

With the relaxation of immigration regulations by the Mexican government in 1828, more foreigners began to settle in California, frequently marrying the daughters of local land owners. San Jose's first "foreign" settler was Antonio Suñol, a native of Spain and recent resident of France, who arrived as a seaman on a French ship that weighed anchor in San Francisco Bay in 1817. Always the gracious host, Suñol entertained the foreign visitors that passed through San Jose, no doubt encouraging many to stay to make homes and take advantage of the many business opportunities in the area (Delgado 1977). Of the approximately 700 people who lived in the pueblo in 1835, forty were foreigners, mostly Americans and Englishmen. The first overland migration arrived in California in 1841, and by 1845 the new American settlers had increased the population of the pueblo to 900.

The Campbell family were among the many parties of pioneers who arrived in California via the overland route. Setting out from Missouri in the spring of 1846, the Campbells were originally part of the same group as the ill-fated Donner Party. The Campbells, however, took the better known route and arrived at Sutter's Fort in the fall of 1846, just in time to witness the take-over of California by American forces.

Benjamin Campbell, the founder of the town of Campbell, was born on October 16, 1826 in Kentucky. His parents, William and Agnes Campbell moved the family of nine to Salina, Missouri in 1831. In 1845, when Benjamin was 19 years old, the Campbell family decided to emigrate to California. The elder Campbells, with Benjamin and his brothers, Thomas and James, and their families gathered in Independence, Missouri in May 1846. The Campbell party arrived in the Santa Clara Valley about October 25, 1846.

The American presence in San Jose was rapidly changing the character of the pueblo from a Mexican village to a bustling American town. These new settlers quickly established stores and various types of small industries. The presence of the growing American population prepared the way for relatively easy occupation of California by American forces in 1846.

By the time of America's military conquest, the Anglo-American's commercial conquest was well-established. The Mexican population of California observed the influx of European and American settlers with a sense of helplessness. The Mexican governor, Pio Pico, articulately expressed his concern for California's future in 1846:

We find ourselves threatened by hordes of Yankee immigrants who have already begun to flock into our country, and whose progress we cannot arrest. Already have the wagons of that perfidious people scaled the almost inaccessible summits of the Sierra Nevada, crossed the entire continent and penetrated the fruitful valley of the Sacramento. What that astonishing people will next undertake, I cannot say; but in whatever enterprise they embark they will sure to be successful. Already these adventurous voyagers, spreading themselves far and wide over a country which seems to suit their tastes, are cultivating farms, establishing vineyards, erecting mills, sawing up lumber, and doing a thousand other things which seem natural to them (Hall 1871:143).

In the earlier Spanish period, San Jose was characterized as an agrarian village with little or no commercial activity. With the change to Mexican rule, foreigners began to settle in San Jose establishing small-scale commercial operations. As the Anglo-American population increased during the 1840s, the native Californians found themselves suddenly in the minority and their way of life seriously threatened.

The Early American Period (1847-1877)

This frontier period is bracketed by the military conquest of California in 1846 and the completion of the South Pacific Coast Railroad between San Jose and Santa Cruz in 1877. This period is dominated by the superimposition of American culture on the former Hispanic culture and the rapid spread of agriculture throughout the valley. In May 1846, the United States declared war on Mexico; and shortly thereafter, the Americans raised the flag in Monterey and San Jose. In 1848, the United States acquired the Mexican province of California in the Treaty of Guadalupe Hidalgo. Closely following the annexation of California by the United States, the discovery of gold in the Sierra foothills precipitated a sudden influx of population to the State. This event served to accelerate California statehood, achieved in 1850, with San Jose serving as the first State capital.

As the last town on the route to the southern Mother Lode, San Jose became the supply center for hopeful miners as they passed through the area. Large numbers of these miners were farmers from the eastern United States and Europe and could not fail to recognize the agricultural potential of the Santa Clara Valley. After a period in the Mother Lode, many of these miners returned to the valley to take up farming. The high cost and scarcity of flour, fruit, and vegetables during the early Gold Rush made agricultural and commercial pursuits as profitable and more dependable than mining.

The rapidly growing, land-hungry population did not understand the Mexican concept of land tenure and was greatly frustrated since much of the best land in the San Francisco Bay area was taken up by the large Mexican grants. In many cases the boundaries of the grants were only roughly identified, a factor also frustrating to the American settler. The pre-Gold Rush settler to California obtained land by gaining Mexican citizenship and being granted land, marrying into the families of Mexican landowners and enjoying his wife's inheritance, squatting on unoccupied and unclaimed land, or by illegally acquiring it from the often unsophisticated Mexican owner.

During this frontier period, a combination of many factors formed the beginnings of the Santa Clara Valley that we know today. One of the dominating cultural traits of the American population was its urban value system. The American settler naturally wanted to settle down and establish towns, to speculate in property, and to start businesses and related activities. Each town colonized by Americans in the West during the nineteenth century began with a pre-conceived plan expressed by the gridiron survey (Reps 1979). The reason for the grid plan's popularity was its simplicity. It was easily laid out by semi-skilled surveyors, it apportioned land quickly and efficiently, lots were a suitable shape for the erection of buildings, and the plan was easily expanded beyond its original limits. It also facilitated the transfer of property ownership and tax assessment.

In response to pressure by American settlers, San Jose's Alcalde John Burton contracted William Campbell to survey 70 blocks for a proper town in April 1847. About the same time, William was also commissioned to survey the town of Santa Clara. Besides the overall effect of facilitating speculation, these early surveys were important elements in the evolution of the urban fabric of San Jose and Santa Clara. Once a street plan was established, it became relatively inflexible as structures were erected and money invested to lay road surfaces. These early plans determined transportation patterns within the towns, and influenced the development of business and residential districts. Today, we are living with decisions made by a few men over 130 years ago.

Throughout California, the new immigrants, believing that the territory ceded by Mexico in the Treaty of Guadalupe Hidalgo was now the public domain of the United States, tried to make claim to lands outside the pueblo. They immediately came into conflict with the Mexican rancho owners. Many settlers took matters into their own hands and occupied the land in defiance of the law and the grantholder. The squatter maintained the belief that the lands were public and attacked the legality of Mexican titles. To bring order out of chaos, the United States government created the California Land Claims Commission in 1851 to validate the Mexican titles by determining legal ownership and establishing fixed boundaries for Mexican claimed property. Intended to protect the Mexican landowner, this process in many cases worked to his detriment. The process of title confirmation was long, cumbersome, and expensive, and many Mexican rancheros found the economic and legal difficulties insurmountable. Even when the Mexican property owner gained legal title to his land, the eviction of the numerous squatters was an almost impossible task (Broek 1932).

By 1852, Hernandez and Peralta began selling portions of the *Rancho Rinconada de los Gatos*. In January 1853, they petitioned the Land Commission to recognize their claim which was patented to them in 1860 (Land Case 164ND).

Galindo, on the other hand, was not so fortunate. He filed his petition for the Ex-Mission Santa Clara lands in August 1852. His claim was rejected by the Commission in 1855 and later by the District Court in 1863. The court ruled that Father Real had no authority to sell the mission's lands. Because of the unsettled political conditions of 1846, Governor Micheltorena had failed to approve Galindo's application for the grant (Land Case 347ND).

Through this period of unsettled land title, Anglo-American farmers "squatted" on Galindo's property, waiting the outcome of the confirmation hearings. In some cases the squatters sold their interest to the property to other newcomers further complicating land titles. In many cases the farmers had to purchase their property several times, from Galindo and from former squatters, in order to gain clear title. With the rejection of Galindo's rancho claim, this area of the valley became public land and could be claimed under the homestead laws.

As the productivity of the placer mines fell off and the enthusiasm for gold mining began to wane, many immigrants turned to the towns and fertile range lands as sources of income. At the time of the Gold Rush, beef was the only commodity that could be supplied in large quantities by the Californians. It was necessary to import other foodstuffs plus additional supplies of beef and mutton. Until the drought of 1864, stockraising continued to be the primary economic activity. At first the Mexican open range methods were followed since grazing lands were ample. As smaller farms began to spread throughout the valley, pasturage was reduced and stockraising was concentrated in the foothill ranges. More intensive stock farming began in the 1860s when cattle were moved from the foothill pastures to valley feed yards until ready for marketing.

On a smaller scale, sheep raising, paralleled the cattle industry. Large flocks were imported during the Gold Rush that thrived in the mild California climate and on the cheap range in the low foothills around the valley. Sheep populations peaked during the 1870s, the number declining thereafter as farm lands extended and markets for local wool and mutton decreased.

The dairy industry developed in areas that had well-watered pastures, primarily located in the lowlands along the Bay and near Gilroy. Transportation of fresh milk was a problem in the early years; and in the outlying districts, most of the milk was used for butter and cheese production. Almost every farm in the valley kept a couple of milk cows, self sufficiency being the goal.

When the cattle industry shifted to more intensive methods, hay production became a necessity. The planting of forage crops and the establishment of feeding sheds led to better utilization of the range. Hay production peaked during the 1880s and 1890s and only began to drop with the increased appearance of the automobile after 1900. Most of the hay and forage crops were used by the dairy industry.

The staple agricultural product after the Gold Rush of 1848 became wheat. A ready market was assured, and the crop was easily handled. The easy cultivation and high fertility of the soil of the Santa Clara Valley facilitated wheat production with little capital investment. By 1854, Santa Clara County was producing 30 percent of California's total wheat crop. In 1868, one observer noted that in summer, the valley was an almost unbroken wheatfield. Other grain crops, primarily barley and oats, followed wheat in productivity (Broek 1932; Detlefs 1985).

In 1847, William Campbell pre-empted a claim to 160 acres of former Mission Santa Clara lands on what is now Williams Road, one-half mile west of present-day Winchester Blvd. While busy with his duties as a surveyor, William placed the management of the wheat farm in the hands of his son Benjamin. William also established a water-powered lumber mill near Saratoga on Arroyo Quito, known until 1951 as Campbell's Creek, and now known as Saratoga Creek.

In 1850, Benjamin returned to Missouri to visit relatives where he fell in love with Mary Louise Rucker. Returning to San Jose in 1851, he purchased 160 acres near his father's

farm, in what is now downtown Campbell. In the fall of 1851, Benjamin again returned to Missouri and married 17-year-old Mary Louise. In the spring of 1852, Benjamin led a wagon train of 36 adults and children, all related by marriage or birth, over the plains to the Santa Clara Valley. Many of this party also took up claims or purchased land in the Campbell vicinity.

Among the early pioneers to settle in the Campbell area were John Bland, Peter Keith, Archibald Johnson, Zeri Hamilton, A. M. and J. B. Hess, and N. H. Hicks, all settling in the area in the early 1850s (Detlefs 1981). Detlefs' study of agricultural development and settlement patterns in Campbell indicates that the earliest settlers engaged in diversified crops of considerable variability; however, wheat was the most dominant of the crops produced.

During the early 1850s, regional stage lines were established between San Jose, Santa Clara, and Saratoga. The road between Santa Clara and Santa Cruz, now Winchester Blvd., was declared a public road by the county in 1850 (Supervisors Road File #91). After the toll road over the Santa Cruz mountains was completed in 1858, stagecoach service between San Jose and the coast passed through the Campbell district. As the district became more populated, other roads were built to facilitate the movement of farm produce to markets and transportation hubs. Surveyed in 1856, Bascom Avenue, originally known as "the Road by Way of the Plains," was "needed to facilitate trade and travel from San Jose to Forbes Mill, to Jones' redwoods, to Santa Cruz, and to all points southwest of San Jose" (Supervisors Road File #130). The survey of Quito Road was filed in 1861 to serve as a road between Santa Clara and McCarthyville (Saratoga) (Supervisors Road File #114).

As late as 1869, farmers in this area were clearing the brush-dense land for crop production. A journalist for the *Santa Cruz Sentinel* reported his observations as his stagecoach traveled through the heart of the Campbell district. Upon leaving the Eight Mile House he noted:

It is a little singular that the best grain, as an average, we saw in the county, was in this vicinity, from land cleared of the dense chaparral—poison-vine, greasewood, sage, manzanita &c—growing in every direction. The plan adopted to clear, is novel. First a large wooden roller—very heavy—is run over the standing brush-wood, on the principle of some reapers, six horses being worked behind the roller. This process effectually levels the brush close to the ground. After the broken mass becomes thoroughly dry, fire is put into it which consumes everything even with the ground; then comes a heavy plow, drawn by 10 horses which turns the roots and snags up to the sun at a depth of 14 to 18 inches; these roots are again gathered into heaps and carted to San Jose and sold for firewood; then cross-plowing takes place which effectually and permanently clears the land ready for crops.

By the end of the 1850s, Campbell District farmers were actively experimenting with irrigation, and a number of ditch companies had been formed. The web of irrigation ditches radiating from Los Gatos Creek resulted in the creek's dramatic change of course during a heavy storm in 1866. With adequate amounts of water, wheat became the dominant crop in the Campbell area during the 1860s. The bottom fell out of the local wheat market during the mid-1870s, and many of the farmers began to switch to other types of crops and more intensive horticulture.

Although the need for a railroad had been recognized in the early 1850s, the railroad line between San Francisco and San Jose was not completed until 1864. This event was followed a few years later with the completion of the Central Pacific line from San Jose to Niles, connecting San Jose with the transcontinental railroad in 1869. At that time San

Jose became part of the national and world economic network that opened new markets for the agricultural and manufactured production of the valley.

In the 1870s, James Fair built the narrow gauge railroad from the east bay to San Jose by way of Alviso and Agnews. When plans proceeded to connect the railroad to Santa Cruz in 1877, Benjamin Campbell quickly granted the South Pacific Coast Railroad Company right-of-way through his property. By April 1877, Chinese labor crews had laid the tracks through the Campbell ranch, continuing on to Los Gatos. One of the first industries in Campbell was a sand and gravel quarry for the construction of the railroad, later becoming the Western Gravel Company.

In 1878, this line was extended through the Campbell area to Los Gatos and completed to Santa Cruz in 1880. In 1886, a station was located near Benjamin Campbell's ranch house which became known as Campbell's Station. The coming of the railroad, increasing population, and changing agricultural developments ushered in a new era of land use.

Horticultural Expansion 1878-1918

The horticultural potential of the Santa Clara valley was recognized by the mission fathers who established small orchards and vineyards. Cuttings from these trees and vines provided the basis of the earliest orchards and vineyards in the American Period. By 1852, the first pioneer nurserymen were importing and experimenting with various types of fruit trees; and by the 1860s, orchards were being set out in east San Jose, Milpitas and the north valley. In the 1870s, increasing residential and business growth led to the shifting of orchard areas to new communities such as the Willows, Berryessa, Los Gatos, and Saratoga. The 1880s saw orchards expanding into the Campbell, Evergreen, and Edenvale areas. Orchard products dominated agricultural production by the end of the century, and fruit production peaked in the 1920s. The most popular of the orchard products was the prune with acreage expanding rapidly during the 1890s. By the 1930s, 83 percent of the valley orchards raised prunes with the Santa Clara Valley producing 25 percent of the world's trade (Broek 1932).

The pioneer canning industry was begun in residential San Jose by Dr. James Dawson in 1871. The fruit canning and packing industry quickly grew to become the urban counterpart of the valley's orchards. Other support industries such as box, basket, and can factories were also established. Orchard and food processing machinery and spraying equipment also became important local industries. W. C. Anderson started a canning machinery factory (Anderson Prunedipping Co.) in 1890. Anderson absorbed Barngrover, Hull, & Cunningham in 1902 becoming Anderson-Barngrover Manufacturing Co. This company merged with the Bean Spray Pump Company in 1928 to become Food Machinery Corporation (FMC). The fruit industry thus came to dominate the lives and livelihoods of most residents in the county by the advent of the twentieth century. Early industrial development located near shipping points and transportation lines.

In the Campbell district, second generation property owners were responding to the reduced wheat markets, the success demonstrated by the earlier experimental orchards, and the rising value of their lands. The first successful commercial orchard in the Campbell area was planted in 1880 by G. W. Gardner, followed rapidly by numerous others planted throughout the decade. The more intensive use of the land for horticultural purposes meant that a good living could be made from 10 to 20-acre orchards. Large farms were subdivided at a high profit, with the property owner retaining enough acreage to profitably establish his own orchards. This pattern led to the increased population of the district (Delfs 1981).

As the rural population of the county increased, service centers were established in the outlying areas to provide social and economic needs of the rural communities. The South Pacific Coast narrow gauge railroad line was built through Campbell's ranch in 1877, connecting Oakland and Santa Cruz in 1880. After Campbell Avenue was approved by the Board of Supervisors as an east-west artery between the Santa Clara-Santa Cruz Road (now Winchester Blvd.) and San Jose-Santa Cruz Road (now Bascom Ave.) in the early 1880s, and a post office was established in Campbell's home on November 11, 1885, the railroad constructed a small depot at Campbell's Station in 1886. Anticipating the development of a thriving town, Benjamin and Mary subdivided their property and laid out the town in 1885. As devout Methodists, the Campbells stipulated that the new town would be free of saloons. They began selling residential lots in 1888, and by 1895, this new settlement had become a thriving village (Watson 1989; Cutting 1929, 1947).

The railroad station at Campbell was pivotal in the success of the developing orchards in district. Fresh fruit could now be shipped to the canneries in San Jose. It is believed that the first railroad shipment of fruit from Campbell came from Francis M. Righter—five boxes of apricots in the summer of 1886. It wasn't long before Campbell became known as the Orchard City.

The rapid expansion of orchards in the area, led to the establishment of the world's largest drying yards and canneries. J. C. Ainsley, George and Charles Fleming, George Hyde, Perley Payne, and Francis Righter were among the town's pioneering canners and packers. Area farmers came together in 1887 to form the Campbell Horticultural Association to pool their crops to sell to packers. The Campbell Fruit Growers' Union, incorporated in 1892, was a grower-owned concern that branched into drying, packing, and shipping fruit. Another early cooperative was the Campbell Farmer's Union Packing Company organized in 1909. When the state-wide California Prune and Apricot Growers Association organized in 1917, it purchased the Farmer's Union plant in Campbell, designating it Sunsweet Plant #1.

Other industrial developments during this period served the growing fruit industry or the building needs of the community. There were lumberyards, cement block companies, a pump building company, as well as blacksmiths, carpenters and plumbers.

Changes in transportation during this period were also a major influence on developmental patterns. Samuel Bishop built the first electrical interurban streetcar line west of the Mississippi River when he electrified the line between San Jose and Santa Clara in 1887/1888. The street cars were converted to overhead electrical trolley lines in 1891. The trolley lines provided inexpensive public transportation that spread across the valley to the Willow Glen district, Alum Rock Park and Santa Clara. The Interurban Railroad had lines to Saratoga, Campbell, and Los Gatos by 1905, and the Peninsular Railway had lines from San Jose to Palo Alto and Cupertino by 1915.

The first automobiles appeared in the valley in the late 1890s. Several pioneer automobile factories, the first in California, were established in San Jose after 1900. Clarence Letcher opened the first "garage" in the West in 1900. In 1902 he opened the first service station, which boasted "a gasoline station of 110 gallons which measures the amount of gasoline sold" (James and McMurry 1933:142). The first motor bus line in the state was started up Mt. Hamilton in 1910. In Campbell, early automotive needs were provided by Preston's Garage by 1917. The Billiken advertised itself as a super-service station with gas, oil and tires, as well as sandwiches, ice cream and sodas. Trucking was important in Campbell in the early 1900s. Trucks delivered and collected fruit at the depot, as well as providing delivery service for hay, wood and coal businesses (Watson 1989).

Along with the advances in the automotive industry were the first experiments in aviation and communications. John Montgomery, a professor at the University of Santa Clara, flew the first heavier-than-air glider in 1893 and was making significant aeronautical discoveries when he was killed in a glider accident in 1911. Roy Francis, as a young man who grew up in the Union district, began his flying career in 1910 as a barnstorming pilot. After a distinguished flying career in the army, he served as the superintendent of San Francisco's municipal airport from 1930 until his death in 1952 (Arbuckle 1985).

Many of Campbell's urban services were established during this period. In 1892, the Campbell Water Company was Campbell's first utility. Although the town had one gas street light in 1895, it wasn't until 1904 that United Gas and Electric Company provided the first electrical power to the downtown business district. Electric street lights, paid for by public subscription, were installed in 1916. By 1898, telephone service was provided by Sunset Telephone and Telegraph company of San Jose, with a Campbell office established in 1906. Campbell's first locally owned telephone company was established in 1906.

During this period the development of Campbell's downtown business district was spurred by the organization of the Campbell Improvement Club in 1898, to be replaced by the Board of Trade in 1917. By 1918, the town had a newspaper, a bank, a hotel, numerous markets and shops, restaurants, and service and specialty shops. The one thing the town did not have were saloons and liquor stores. True to his temperance beliefs, Benjamin Campbell had decreed that Campbell would be a "dry" town.

Inter-War Period 1918-1945

After World War I, Santa Clara County entered a period of great posterity characterized by the spirit of boosterism. Three projects were initiated in 1929 that spurred growth: the development of the water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a Navy dirigible base. All these projects were in place by 1939.

During the post-World War I period, population growth continued to expand the urban boundaries as orchards were replaced by residential developments. Urban services also continued to expand. Garbage service commenced in 1927. The Sanitary District was formed in 1938, and pipes were laid for sewers in 1940.

Automobile ownership continued to grow. San Jose in 1930 had the greatest week-day auto traffic count in the state and was the only California city whose week-day traffic count exceeded that of holidays. The county averaged an automobile for every 2.92 persons (James and McMurry 1933: 164). Highway improvements included the widening of the San Francisco and Oakland highways in 1929-1932, the construction of the Bayshore Highway in the county in 1927, and the realignment and widening of the Santa Cruz Highway. With increased automobile competition, street car lines were abandoned during the 1920s and 1930s to be replaced by private bus lines.

World War II, like the Gold Rush a century before, had a major effect on the changing the character of the county. The San Francisco Bay area was the gateway to the Pacific theater from 1941 to 1945. The large naval air station at Moffett Field became a center of much activity. Thousands of military personnel were brought to the area for training and processing, exposing the valley to public view.

Events at Stanford University were also setting the stage for significant developments in the post-World War II period. Frederick Terman became an engineering professor at Stanford

in 1930. Under his guidance the university became a leader in the field of electronics. Many of the university's pre-war graduates played important roles in the post-war development of the electronics industry.

Incorporation and Beyond 1945-1994

William Hewlett and David Packard, two of Professor Terman's students at Stanford, developed electronic test equipment in a Palo Alto garage in 1939. During the war this small company obtained government contracts and continued to grow during the post-war period. In 1954, the Stanford Industrial Park was established attracting the companies of Hewlett-Packard and the Varian brothers, also students of Terman, as well as Sylvania, Philco-Ford, General Electric, and Lockheed's research laboratory. These companies formed the nucleus of what became known as Silicon Valley.

Attracted by the increasing job market, the population of the valley experienced phenomenal growth after 1950. Between 1950 and 1975, the population increased from 95,000 to over 500,000. During this period residential subdivisions replaced orchards at amazing speed. Rural roads widened into freeways, and expressways and boulevards were lined with restaurants and automobile salesrooms.

The population growth in Campbell and the surrounding area was both unprecedented and overwhelming. As the defense industry and electronics industry attracted people from all over the world, new demands arose for housing. Along with the housing explosion came the need for more schools, and freeways were constructed to transport commuters from homes to their jobs. Rising land values and property taxes induced farmers to sell their orchards to land developers. Campbell soon became a bedroom community in the modern Silicon Valley.

Efforts to incorporate the town of Campbell first went to the voters in 1906. Although the subject of much discussion, the issue was not brought to the voters until 1946. The bid failed by a narrow margin of 10 votes. In 1952, facing the threat of being gobbled up by its voracious neighbors and the impending loss of county services, the voters again considered incorporation. On Tuesday, March 11, 1951, by a narrow margin of 50 votes, the incorporation advocates won the day. The city held its first official election in 1952, electing a city council and other city officials.

Soon after World War II, the business community launched an active campaign to attract new non-agricultural related industries to county. By the 1960s, the county's economic base was dependent upon the electronic and defense industries. The 1970s saw the development of the personal computer industry stimulated by Apple's "user friendly" computers. Campbell was launched into the high-tech arena by the IBM card plant, followed by Zilog and Nuclear Services. Apple Computers located a refurbishing plant in Campbell.

The automobile was the basic mechanism that has allowed the development of the valley. In the years following the war, the American public intensified its love affair with the automobile. No longer content with one "family car," it has become necessary for everyone in the household to have a car and/or recreational vehicle. Beginning in the early years of the century, America, and California in particular, had become a car-oriented society by mid-century. This aspect of American culture is reflected in the architecture and resource types of the contemporary period. Suburban housing tracts are characterized by prominent, attached two or three car garages. Commercially, the period is characterized by the proliferation of fast food chains and other quick service, car-oriented establishments.

During the contemporary period, the city expanded outward along major transportation arteries. Meeting the needs of the rapidly expanding residential areas, shopping centers began to appear in different parts of the community. The commercial migration from the downtown business district started in 1952 with the construction of the San Tomas Shopping Center which served the San Tomas area. In 1956, the Campbell Shopping Center was constructed on Winchester Boulevard. These shopping malls were followed by Hamilton Plaza in 1959, the Campbell Plaza in 1963, and the Pruneyard in 1970. The Pruneyard is dominated by the seventeen-story skyscraper, Campbell's first high rise.

Meanwhile, downtown Campbell was undergoing a transition. When the new malls began to take business from the area in the 1970s, the George Hyde/Sunsweet Growers cannery complex was converted into a retail/business center known as "The Factory." In 1983, the Campbell city council voted to revitalize the neglected downtown area. The historic character of Campbell's downtown was enhanced as a pedestrian environment, and the restoration of its historic commercial core was encouraged.

SUMMARY OF GEOGRAPHICAL DEVELOPMENT

An understanding of the spatial development and patterns of land use during the various periods of Campbell's history is necessary in order to predict the location of various types of historical resources likely to be found in designated survey areas. This section will review the geographical development within Campbell's downtown core and original city limits, the surrounding agricultural districts, and later suburban development outside the original city limits.

Geographer Jan Broek (1932) identified three agricultural phases through which the Santa Clara Valley passed after 1850. The first phase from 1850 to 1865 was characterized by cattle ranging, extensive wheat cultivation, and all around experimenting with crops. During the second phase, beginning in 1865, wheat farming dominated cattle raising and the foundations were laid for specialization in horticulture. From 1875 through the 1930s, horticulture superseded the declining wheat culture, and many other forms of intensive land utilization were developed under the increasing use of irrigation. The size of the ranches in the valley were closely correlated with these changing land uses. The Mexican ranchos consisted of several thousands of unfenced acres over which cattle ranged. Early American ranchers followed the Mexican practice of free ranging their cattle for some years; however, the spread of farm enclosures and environmental factors caused the large stock ranches to give way to more intensive land use in the form of a smaller stock breeding farms or dairy farms confined to several hundred acres. Wheat farms during this period also ranged from 100 to 500 acres in size, averaging 213 acres in 1880. With the increasing crop value per land unit, the large farm became unnecessary. The correlated increase in land prices, cultivation costs, and growing population led to the all around subdivision of farm lands into highly specialized "fruit ranches" from 3 to 50 acres in size. By the 1890s, the valley ranked as one of the foremost fruit producing districts on the Pacific Coast.

Until American settlement, the Santa Clara Valley outside the settlements at the mission and the pueblo was largely undeveloped and utilized primarily for the grazing of livestock. In the late 1820s and 1830s, large tracts of land were granted by the Mexican government to California citizens. As each of these ranchos was occupied, the landowners constructed residences, laborers' housing, corrals, grist mills, tanneries, etc., in order to provide the basic needs of the rancho community. Three Mexican settlements are known to have been located within Campbell's city limits. The Sebastian Peralta *hacienda* near the northern boundary of the *Rancho Rinconada de los Gatos*, the *hacienda* of Jose Fernandez on *Rancho Quito*, and possibly an adobe residence occupied by Juan Galindo during the last years of the Hispanic period.

Farms in the Campbell area developed according to the land use patterns identified by Broek. Early wheat farms consisted of parcels of several hundred acres. With the arrival of the railroad in 1877 and the success of early experiments in fruit packing and canning, the owners of the large wheat farms around Campbell began subdividing their properties and planting orchards by the early 1880s. Earlier farms were more widespread, and the basic farm complex consisted of a farmhouse, barn, and well, windmill and water tower. As the parcel sizes decreased during the horticultural period, fruit processing buildings such as cutting sheds and sulfuring tunnels were added to the farm units.

In November 1882, Benjamin Campbell had surveyor Charles Herrmann survey his property for the Town of Campbell. By 1887, the town had a railroad depot, a post office and a town hall. The first residential lot was sold in 1888; and by 1895, Campbell was a thriving village. The commercial center developed at the intersection of Campbell and Central avenues. The town's first industrial activities centered around the fruit industry. Drying yards, packing houses and canneries developed in close proximity to the railroad depot. Fruit growing and fruit processing industries were the primary economic forces in the Campbell area until the early 1950s.

As drying yards and canneries closed down and their facilities were abandoned, the property was often subdivided for residential or commercial development. Likewise, orchard properties would be also be subdivided. During the first couple of decades, residential development was confined to the original survey and in adjacent areas subdivided on the edge of the village. During the 1890s, residential neighborhoods were centered on S. Second, N. Third, N. Central, N. Harrison, E. Everett, Railway, and Gilman. The first decade of the century saw residential development spread to First and N. Second streets, and Sunnyside and Rincon avenues. Also there was some early residential development on Sunnyside and Parr avenues during this decade. After 1910 the village residential areas expanded to include south Third and Fourth streets, and Alice and Kennedy avenues. Outlying residential areas included Smith Avenue in the San Tomas area east of Campbell, Redding Road in the Union district, and Union Avenue between Campbell Avenue and Dry Creek Road. The 1920s saw development move west along W. Campbell and Latimer avenues, north on Esther Avenue. Also in the late 1920s, there was residential construction on White Oaks Avenue in the Union district. In the 1930s, new subdivisions included Shelley Avenue in the Union district and Rancho Del Patio on the northeast edge of Campbell. Between 1938 and 1942, there were at least fourteen subdivision maps filed in what is now the City of Campbell. Adjacent to Campbell's core were development north along Harrison Avenue, Rosemary Lane, the Hedegard, Bland, and Rees subdivisions east of town, and Shadyvale Court east of Bascom. Five subdivisions were located in the southwest portion of the City in the San Tomas district, i.e., Harriet Avenue, the Munro Tract, Hazelwood, the Riconada Gardens on Hacienda, and the San Tomas Acres and Parrview Tracts near the Hacienda and Winchester intersection. Following the war in the late 1940s, there were over thirty subdivisions filed. These developments were primarily located east of Winchester, as well as several near the intersection of Campbell and Bascom avenues.

By this time, the post-World War II population boom was underway and rural communities were in danger of being swallowed by the aggressive annexation activities of San Jose and other larger cities in the county. Campbell and many of the other smaller communities across the valley incorporated. Since incorporation Campbell has annexed numerous parcels as the residential development took over the surrounding orchards at a steady pace.

HISTORIC THEMES

The California State Historical Resources Commission has identified nine general themes covering the entire range of California's diverse cultural heritage. These themes are: Aboriginal, Architecture, Arts/Leisure, Economic/Industrial, Exploration/Settlement, Government, Military, Religion, and Social/Education. Using these broad California themes as a guide, specific themes for the historical development of Campbell have been developed. Suggested Campbell themes are: Architecture and Shelter, Agriculture, Manufacturing and Industry, Resource Exploitation and Environmental Management, Communication and Transportation, Commerce, Government and Public Services, Religion and Education, and Social, Arts, and Leisure. In many cases, resources may relate to more than one of the identified themes.

Two of the themes identified by the State of California, Aboriginal and Exploration/Settlement, are not reflected in the following discussion. The California themes include aboriginal sites that relate to all aspects of Native American culture and occupation whether pre-historic or historic. Although aboriginal prehistoric and historic sites are important resources to preserve, the identification and preservation of such sites is specialized and distinct from the goals of this study. Aboriginal sites are not included in the city's *Inventory*. Whereas Exploration/Settlement is not specifically identified as a theme for Campbell, any resources, especially within the temporal ranges up to 1870, may also be identified with this category.

1. Architecture and Shelter

Architecture/Shelter as a theme includes buildings representing various architectural periods and styles, structures designed by outstanding architects, and those resources that relate to residential living arrangements and landscaping.

Potential resources associated with this theme could date from the earliest settlement of the area by Sebastian Peralta, José Fernandez and Juan Galindo in the 1840s. American farmers began settling in the area as early as 1848, squatting on rancho lands or pre-empting homesteads. Early farm complexes consisted of simple gabled or wing-and-gable farm houses. As farmers became more prosperous in the later decades of the century, some farmhouses began to reflect currently popular architectural styles: Gothic Revival, Italianate, and Queen Anne. These styles featured the use of elaborate wood decorations (shingles, spoolwork, brackets, and moldings), bay windows, and wrap-around porches.

After 1888 when the first lots were sold in the village of Campbell, the earliest residential neighborhoods developed on the old Benjamin Campbell Ranch along Campbell Avenue. Relatively modest in form, these homes also reflected the currently popular "Victorian" architectural styles of the late 19th century.

Around the turn-of-the century, architectural tastes were changing due to the influence of the Arts and Crafts Movement. As this was also a time of rapid growth in the town of Campbell, these early twentieth century styles are particularly characteristic of the downtown neighborhoods. Although the simple gabled structures continued in popularity, home styles began to reflect the horizontal lines of the Craftsman and Prairie styles. Simplified versions of these styles are commonly called bungalows. Interest in California's Spanish roots was also reflected in architectural styles. Spanish Colonial and Mission Revival styles became popular in Campbell after 1915 and through the 1930s. Other revival styles also gained popularity during the 1920s and 1930s, especially Colonial and English Revival.

During the 19th century, some of the more prosperous farmers had homes designed by architects who had offices in San Jose; *i.e.*, Levi Goodrich, Theodore or Jacob Lenzen, Francis Reid, or J. O. McKee. More commonly, however, houses were designed and built by their owners with the help of a local carpenter. Some carpenters became building contractors using published house plans. Several of these carpenter/contractors lived and worked in Campbell. George Whitney, known as the "Builder of Campbell," worked in Campbell from 1888 through the 1930s. Other builders were Walker Vaughn and Anthony Bargas.

Also an important representation of this theme are the small cottages J. C. Ainsley constructed for his employees east of his cannery. There were also labor camps for the large force of seasonal workers that came to Campbell during the height of the fruit processing season. During the 1930s, migrant field workers built semi-permanent housing. Usually of flimsy construction, dwellings were constructed of whatever materials could be gathered, such as recycled fruit boxes, tar paper or newspapers.

Multi-tenant housing was not prevalent in Campbell until the modern period. As early as 1896, however, there were several hotels that catered to travelers and visitors. Some of the larger homes in town were converted to rooming houses that provided housing for seasonal workers at the canneries and packing houses.

Following World War II, large housing developments replaced the orchards that surrounded Campbell. Farmhouses were moved to more convenient locations or were incorporated into the development to stand beside its more modern neighbors. As the commercial and industrial land uses have expanded, older houses have been relocated out of the path of new development.

2. Agriculture

This theme includes resources that relate to the various aspects of the development of local agriculture. Most of the early development in Campbell can be related to its agricultural heritage.

The earliest land use in the area was for grazing livestock. As the area was settled by Americans in the early 1850s, the land was cleared and cultivated for crops. Although most of the farms were economically diversified, wheat was the major crop in the valley through the 1870s. There were several experimental orchardists in the district during the 1860s and 1870s; however, it was the coming of the railroad in 1877 that ignited the conversion from field crops to orchards. By the late 1880s, Campbell was known as the Orchard City.

Farm complexes throughout the district consisted of a farmhouse, barns, and equipment sheds. Most of the simple gabled outbuildings were of single-wall construction, frequently of unpainted redwood. As large landholdings subdivided and the smaller orchard ranches increased, complexes included drying yards and fruit processing buildings that included cutting sheds, fruit barns, and dehydrator tunnels.

After the turn-of-the-century, several large poultry farms and hatcheries were established in Campbell. Many of the hatcheries were located on Winchester Avenue and Sunnyoaks Avenue became known as "chicken land." Many local residents also raised chickens and turkeys to be dressed and sold for the table. Egg production was another of the poultry related economic activities of the area. Resources associated with poultry farms and hatcheries included chicken houses and buildings for the egg incubators.

3. Manufacturing and Industry

This theme includes sites and structures that represent the development of the fruit processing industry, technological development, and the production of goods. Industry in Campbell was primarily associated with the processing of fruit from the surrounding orchards. The first cannery was established by J. C. Ainsley in 1891, and the earliest fruit packing operation was established by the Fleming brothers in 1887. Immediately successful, these early industrial operations continued to expand through the 1930s. Since shipping produce to market was important, these companies were located near the railroad depot. Other major companies included the Campbell Fruit Growers Union that became the George Hyde Company in 1909, and the Campbell Farmer's Union Packing Company that was bought out by the California Prune and Apricot Growers Association in 1919, becoming Sunsweet Plant #1. Some of the most successful in the valley, these companies employed hundreds of people during the season.

The cannery complexes consisted of wood frame, metal-sided, and brick buildings that housed conveyor belts and canning equipment. Warehouses stored bulk materials, box and can supplies, and canned fruit awaiting shipment. The Ainsley and Hyde plants also included other types of employee amenities that included workers' housing, cafeterias, rest areas and rest rooms, child care facilities, playgrounds and kindergartens, and tennis courts. Large elevated tanks held water that was necessary for the canning process.

The early packing plants included cutting sheds, fruit dippers, and large drying yards with miles of track for moving the large fruit-laden drying trays. There were also buildings and warehouses for packing and storing the dried fruit. In 1937, the Campbell Cooperative Dryer was organized. This facility originally included a four-tunnel dehydrator, a green fruit platform with self-spreading dipper, and a 500-ton dry-fruit warehouse. In the following years the dehydrator was enlarged several times as more farmers brought their fruit to the cooperative dryer rather than drying the fruit themselves. By 1948, the dryer had increased in size to forty-eight tunnels, the largest of all cooperative dryers. This dryer ceased operation in 1971, as almost all of the orchards in the valley had fallen to make way for residential housing.

Other industries included the manufacture of cement blocks. A company that made cement building blocks for foundations, fences, and chimneys was established in 1904. Floyd and Lewis Bohnett and inventor H. E. Clauser patented an interlocking concrete building block. Holding the local distribution rights, Floyd established a manufacturing plant on the Bohnett ranch in the Cambrian district, and in the 1920s he established the Thermotite Construction Company with its office in San Jose.

Since the 1950s, character of the town has changed from an agricultural center to an area that includes many industrial parks. The first was the Dell Avenue-Division Street light industrial area.

4. Resource Exploitation and Environmental Management

This theme includes all resources that are related to the exploitation of natural resources, extraction industries, and the manipulation, preservation, or reclamation of the environment. Water is always the most important factor in settlement and development patterns. Some of the earliest efforts at managing the environment that took place in the Campbell area were the irrigation companies that began forming in the 1850s. During the early American period, most of the farming in the area was "dry farming" that did not require large amounts of water. As other types of crop experimentation progressed and orchards were planted, a reliable source of water was crucial to their success. By the 1870s, the San

Jose Water Company was taking control of the watershed area above Los Gatos, and gaining control of the water in Los Gatos Creek. As technology improved, ground water was tapped as wells were bored for domestic and irrigation water, until by the early years of the twentieth century extensive irrigation and continued drought had greatly depleted ground-water supplies.

The other side of the water question was flood control, which became an important issue during years of heavy rainfall. By the 1920s, flood control and water conservation districts were being formed to effectively manage water resources. Campbell was in the forefront of conservation efforts, due to the activities of Campbellites State Assemblyman L. D. Bohnett and engineers Fred H. Tibbetts and Stephen E. Kieffer. It was the successful management of water resources that allowed the rapid suburban development in the valley during the post-war period. Resources related to water management may include water ditches, levees, pumping stations, wells, water towers, windmills, dams, and percolation ponds.

Other resource exploitation activities include gravel quarries and brickmaking. When the railroad was under construction, a gravel quarry on Los Gatos Creek provided gravel for the road bed. The brickyard of Holm and Waymiller was established on Los Gatos Creek near Hamilton in 1892. Resource evidence of these types of exploitation activities will be scant, consisting primarily of excavation pits.

5. Communication and Transportation

This theme includes all sites that relate to communication and transportation services and associated technological development. The establishment of mail service, newspapers, telegraph and telephone service, and radio and television are all evidence of cultural progress. Transportation includes roads and services associated with public and private vehicles. Railroads not only interlinked different areas within valley, they also gave local businesses and industries access to markets across the state and nation, as well as facilitating passenger travel.

Transportation

The earliest transportation routes established during the Spanish period were little more than trails, many following the prehistoric Native American trails. The old Spanish trail between Mission Santa Clara and Mission Santa Cruz roughly follows the route of Winchester Blvd. and the old San Jose-Santa Cruz Highway. This road through the Santa Cruz Mountains was originally an old trail that was improved by mission neophytes in 1791 under the direction of the padres. This route was barely more than a trail for the use of pack animals until the late 1850s when a toll road was constructed to facilitate stagecoach travel between the two towns. Soon after statehood was achieved, the county supervisors declared the Santa Clara-Santa Cruz Road (now Winchester) and the San Jose-Santa Cruz Road (originally called the Route of the Plains, now Bascom Ave.) to be public roads. Until 1886, these were the only public roads in the Campbell area. Campbell Avenue was the first east-west road in the area and aided in the settlement of the village of Campbells in the late 1880s. As the area became more populated, other public roads were established, many corresponding with private roads between farms that had been used for some time. Many of these roads continue to carry the names of the adjacent property owner (*i.e.*, Payne, Williams, Leigh, Hamilton, etc.).

During the nineteenth century, the horse provided the basic means of transportation, augmented by donkey or ox, and the use of wagon or carriage. Associated resources and services included livery stables, saddle and harness shops, blacksmith shops, wheelwrights,

wagon and carriage manufacturers, feed lots, and hay and grain stores. To facilitate crossing local creeks, bridges were constructed. Roadside services also became popular. These included "mile houses" for watering, resting or changing horses, and for providing food and drink for the rider.

By the turn-of-the-century the automobile was making its presence known. As the auto increased in popularity, new types of services appeared and roads were improved. Resources associated with these changes in transportation preference include service stations, garages, road signage, and signal lights. As time passed, narrow rural roads widened into freeways and expressways, and boulevards were lined with restaurants and automobile salesrooms and services.

The automobile has been the basic mechanism that has allowed the development of the valley. In the years following World War II, the American public intensified its love affair with the automobile. By mid-century, America, and California in particular, had become a car-oriented society. This aspect of American culture is reflected in the architecture and resource types of the contemporary period. Suburban housing tracts are characterized by prominent, attached two or three car garages. Commercially, the period is characterized by the proliferation of fast food chains and other quick service, car-oriented establishments.

The railroad was also important development in changing the face of the valley. In 1875, Santa Clara Valley strawberry growers became determined to avoid paying high shipping rates charged by Southern Pacific and Central Pacific Railroads. The growers group formed the Santa Clara Valley Railroad Company with the intention of constructing a rail line from Alviso to the Santa Cruz Mountains. This line was taken over by the South Pacific Coast Railroad that completed a narrow gauge line from Alameda County to Santa Cruz in 1880. By August 1877, the South Pacific Coast established freight service from Dumbarton Point through Campbell to Los Gatos. Both the SPC and SP constructed spurs and sidings to serve fruit packing companies and local industries. In 1886, a depot was constructed in Campbell and a SPC line took off from Campbell to New Almaden. The South Pacific Coast Railroad was purchased by Southern Pacific in 1888 and eventually converted to a broad gauge track. In 1905, the Interurban Railroad had lines from Saratoga, Campbell, and Los Gatos to San Jose. This line was replaced by bus service by 1932. Resources associated with rail transportation include passenger and freight depots, tracks, water tanks, and switching yards.

Communication

Dependable communication by mail was established in San Jose as early as 1847 with an official post office established in 1849. Early postal service for the Campbell area required a trip to the closest post office. Post offices were established in Santa Clara in 1851, in the Saratoga area in 1855, in Lexington in 1861, and at Los Gatos in 1864. The Campbell post office was established in 1885. Up until 1958, the post office occupied residences and rented buildings. City home mail delivery was not inaugurated until 1947, so residents had to visit the post office to pick up mail. The post office would have been an important institution as a meeting place for neighbors to greet one another and share bits of news.

The Campbell post office was the first rural route established on the west coast, and its overwhelming success helped establish rural free delivery across the nation. In 1904, the rural post carrier began making deliveries by automobile, possibly the first to do so in California. Before mail boxes were standardized, early mailboxes consisted of large cans, cigar boxes, stove pipes, and the like, mounted on a post at a height easily reached by the mailman from his buggy.

Campbell's first newspaper, the *Campbell Weekly Visitor*, was established in 1895, with its office and printing office located on Central Avenue by 1896. In subsequent years other newspapers were located in Campbell—the *Campbell Interurban Press* in 1904 and the *Campbell Press* in 1935.

Telephone service was established in Campbell in 1898 by the Sunset Telephone and Telegraph Company of San Jose. J. C. Ainsley had a telephone and telegraph installed in the cannery office in 1901 so that telegrams could be sent to England regarding fruit shipments. The Farmer Mutual Telephone Company, the first local telephone company, was started in 1906 to provide telephone service to the rural farmers. The first exchange was at the Keesling home near Hamilton and Bascom. This company changed its name in 1911 to the Campbell Telephone Company. Pacific, Telephone, and Telegraph bought all the rural lines in the county in 1937.

Resources associated with telephone include the office and exchange buildings as well as poles, insulators, switchboards, crank type telephones, and early pay phoneboxes.

6. Commerce

This theme includes all resources that relate to the development of trade, finance, marketing, advertising and other commercial activities. Numerous commercial enterprises necessary for the economic success of Campbell as a town had been established in the heart of the village. By the mid-1890s, the Town Committee (later followed by the Board of Trade, and the Chamber of Commerce) created a friendly atmosphere that attracted new residents and businesses to the town. The commercial district developed primarily along Campbell Avenue, which was soon lined with small stores and shops. In 1920, several prominent businessmen formed the Campbell Building and Investment Company that built several stores and residences. They would eventually own and develop much of what is now the historic downtown business district.

Due to the temperance beliefs of the Campbell family, there were no liquor stores and saloons in Campbell. After the repeal of the Volstead Act in 1933, the first such business to sell spirits was the Busy Bee Restaurant. Residents voted in June 1933 to repeal prohibition in the town, and in July the Campbell Pool Hall opened offering card games, sandwiches, and beer.

As the population of Campbell increased after World War II, shopping centers were established to serve new neighborhoods. The first was the San Tomas Shopping Center on San Tomas Aquino and Elam Avenue, which included a grocery store, variety store, cleaners, and a post office substation in 1949. In 1955, the Campbell Shopping Center on Winchester Blvd. at Latimer was opened, to be followed by Hamilton Plaza in 1959. The first large chain store was Breuners Furniture Store constructed on Hamilton Avenue in 1962. The Pruneyard Tower and Shopping Center, opened in 1970, became a valley showplace, and its seventeen-story office building was the tallest office building between San Francisco and Los Angeles for many years.

Professional services such as doctors, dentists, druggists, lawyers, and engineers could also be included in this theme.

7. Government & Public Services

This theme includes sites and resources related to the development of local government, public services, and public utilities. Although Campbell was not incorporated as a city until

1952, from the 1890s public spirited citizens banded together to see that Campbell's public needs were met. They worked toward the improvement of streets, encouraged planting street trees, and organized the volunteer fire department. The Campbell Improvement Club, organized in 1907, raised money "to promote the best interests of Campbell and vicinity and encourage every movement that will enhance its attractiveness as a home and business center." The group lobbied the County Board of Supervisors to improve roads and bridges, and to hire a local constable to maintain law and order. In 1925, the Chamber of Commerce took over responsibility for preserving law and order and maintaining the amenities to make Campbell a pleasant place in which to work and live. These duties were fulfilled by the Chamber until the town was incorporated in 1952.

Among the many public functions and services that fall under this theme are the fire department, the offices of the constable and justice of the peace, and the police department. Resources include fire houses, police station, buildings used as court houses and town halls. Resources also include various types of civic improvement projects such as sidewalks, city parks, and other types of public landscaping and monuments.

Public utilities can also be included. Campbell's first utility was the Campbell Water Company organized by the Campbell family to supply water for domestic purposes, sprinkling of roads, manufacturing power, and for irrigation. Starting with a small tank, the company erected two tanks that held 60,000 gallons of water; and as needed, more and larger tanks were erected. In 1918, the company was taken over by the Hyde Investment Company. An office was constructed in 1926; and in 1927, a new pump house was built. The following year the old wooden water tanks were replaced with a 75,000-gallon steel, elevated tank that became Campbell's landmark structure. As the town grew, the water company's service area expanded. New mains were installed and additional pumping stations were constructed. The company merged with the San Jose Water Company in the late 1970s. Resources associated with the water company include the water tank, now a City Landmark; pumping stations, water mains, and fire hydrants.

The first street lights in Campbell were fueled by gas from an acetylene generator at Whiteman's Hardware store. The United Gas and Electric Company of San Jose brought electricity to Campbell in 1904. In 1921, the Campbell Lighting District was formed which allowed the community to tax itself to provide electricity.

Gas service did not arrive in Campbell until the 1920s when the ladies of the Campbell Improvement Club petitioned P.G.&E. to lay gas lines to the area. By 1928, the company had opened an office in Campbell where customers could sign up for gas meters or electricity and pay their bills.

In the early days, sanitary needs were met by the privy pit or leach lines and septic tank. By the early 1900s, however, the influx of cannery workers seriously overtaxed the canneries' outhouses. The canneries also produced a great quantity of decaying fruit and malodorous cess pools. Led by Dr. Walter I. Merrill, local doctors continued to lobby for stronger sanitary measures through the 1930s. In 1938, the Campbell Sewer District was formed and with financing and labor provided by bonds and the W.P.A., vitrified sewer pipes were laid in the streets in 1940. Outhouses were outlawed after June 1940, and residents with indoor plumbing connected to septic tanks or cess pools were allowed three years to connect to the system.

Dr. Merrill also lobbied for garbage disposal service. The standard practice was for property owners to bury trash on the rear of their property, or to fill privy pits with household trash. More often trash was allowed to accumulate in heaps in backyards. It was not uncommon for homeowners to periodically load a truck with trash and dump it in the nearest

creek. As Health Officer in 1927, Dr. Merrill persuaded many homeowners to pay fifty cents a month to have trash hauled away by the Los Gatos Scavenger Company. The Los Gatos Scavenger Company, whose name was changed to Green Valley Disposal Company in 1967, has continued to provide disposal service to its Campbell customers.

8. Religion and Education

These closely allied themes include resources associated with the development of religion, and public and private education. The first churches in Campbell were organized soon after the town was established and met in the Campbell Town Hall. Organized in 1888, many of the founders of the Methodist church were members of the extended Campbell family. The first church building was constructed in 1891 on Campbell Avenue. The Congregational Church was formed in 1889 and erected its first building in 1892 on Central Avenue.

The first Roman Catholic services were held in 1912, and St. Lucy's church was established in 1914 as a mission of St. Martin's parish located in the Burbank area of San Jose. The first church was constructed in 1929 on the corner of Rincon and Third Street. St. Lucy's School opened in 1953 was staffed by the Sisters of Notre Dame de Namur. The original church building was outgrown by 1957, and a new church was constructed on Winchester Avenue. This church was outgrown and replaced in 1967. St. Lucy's also played an important social role in Campbell because of the many social and service clubs that were organized by its parishioners.

These were the earliest churches to form in Campbell, to be followed by numerous other denominations in the 1930s and 1940s.

Education in the early 1850s was often provided by parents who gathered the children from several neighboring ranches for instruction. The first school district to form was the Moreland District in 1851, to be followed by Hamilton District in 1855, Cambrian and Union districts in 1863, San Tomas in 1885, Campbell in 1888, and Meridian in 1897. Under the authority of individual school boards and the County Superintendent of Schools, these schools consisted of small one- or two-room schools at scattered locations. As the student population increased in the school district, larger school buildings were constructed. None of these nineteenth century school buildings have survived.

In 1920, the Hamilton, San Tomas, Meridian, and Campbell districts consolidated to form the Campbell Union School District. In 1923, the district constructed the beautiful new Campbell Union Grammar School, designed by architect William Weeks, on the corner of Winchester and Campbell Avenue. This building served as the only grammar school in the district until 1964. When the West Valley College District was formed in 1964, the building became the first college facility. The building was vacated in 1976 and sold in 1979. Much of the facade of the original building was preserved and incorporated into the Heritage Village Project which retains much of the appearance of the beautiful Weeks-designed school.

Up until 1900, students who wanted education beyond grammar school had to travel long distances to high schools in San Jose or Santa Clara. In 1900, residents from the Campbell, Cambrian, Hamilton and San Tomas districts united to form the Campbell Union High School District. At first sharing the Campbell Grammar School building, a high school was constructed in 1904. In 1930, William Weeks was hired to design a new high school which was opened in 1936 and additional classrooms and the auditorium were completed by 1938. When the high school closed in 1980 due to declining enrollment, it became the City of Campbell Community Center.

9. Social, Arts, and Leisure

This theme includes resources associated with the cultural and recreational pursuits of Campbell residents. This category includes resources associated with dance, drama, music, art, and literature; organizations and institutions such as social and civic clubs, hospitals, and museums; recreational activities and sports; and sites representative of general social mores and various ethnic lifestyles.

Clubs and organizations that were organized in Campbell include the early civic improvement clubs, the YMCA, WCTU, various fraternal organizations, the Orchard City Grange, and men's and women's service groups. Of particular importance was the Country Woman's Club organized in 1905 under the leadership of Ida Price. One of the first activities of the club was to establish the Campbell Free Library. A small library building was constructed on the corner of Campbell and First streets in 1907. In 1923, a new building was constructed that housed both the library and a club room which was also available for community events. This building hosted the council meetings for the newly incorporated City of Campbell in 1952.

The Pundita Circle, organized in 1908, raised funds and donated a cast-iron El Camino Real Mission Bell to the community in 1912. The bells were placed along the original El Camino Real throughout California. Campbell's bell was placed on the high school grounds at the intersection of Winchester Blvd. and Campbell Avenue. After the school sites were vacated, this important landmark was donated to St. Lucy's Church on Winchester Blvd.

Parks and city beautification were projects that interested the Town Committee as early as 1896. Campbell's first park developed at the railroad station. Due to the natural beauty of this orchard district, however, the need for more public parks was not felt until the 1950s. Notable parks and open spaces include Campbell Park, John D. Morgan Park, and the Los Gatos Creek Recreation project.

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Maps

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- 1888 Recorded Map C:49. Subdivision of Campbell Tract at Campbell Station.
- 1894 Recorded Map H:69. Map of Campbell Western Addition to the Town of Campbell.
- 1894 Recorded Map H:85. Map of Campbell's Southwest Addition to the Town of Campbell.
- 1894 Recorded Map H:141. Map of Campbell's Southwest Addition #2 to the Town of Campbell.
- 1894 Recorded Map H:149. Map of the Sunnyoaks Tract, Rancho Rinconada de Los Gatos.
- 1903 Recorded Map H:29. Map of the J. H. Campbell Addition to the Town of Campbell.
- 1904 Recorded Map K:29. Map of the Sunnyside Tract, Subdivision of Lots 1 and 2.

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